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THE WAR.

LATEST TELEGRAMS.

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THE GERMAN RETREAT.

WHAT THE EXPERTS THINK.

LONDON, Feb. 27.

The enemy's retreat on the Aisne is the most considerable since the battle of the Marne. It is undoubtedly the result of continuous British pressure, but experts, though they rejoice over the bloodless capture of some of the strongest German fortresses, warn the public against exaggerating the significance of the German movement which is well-timed as regards weather for enabling them to remove guns and escape without great loss from positions threatened with envelopment. While possibly this will cause a revision of the plans for the Allied offensive, some critics think the Germans who are reported to have secured more troops as a result of compulsory civilian service and the enslavement of subject populations, are aiming to secure delay for the delivery of a stroke, anticipating the Allied offensive.

ENEMY'S WITHDRAWAL CONTINUES.

LATER.

Reuter's correspondent at Headquarters reports that the gradual withdrawal of the enemy continues, pressed by British infantry. Occasionally there is determined resistance by isolated detachments, especially in the vicinity of Bapaume, but without delaying the general British advance. Trees are piled across the roads to Bapaume which are also obstructed on fresh craters and masses of stone, by wire, and underground galleries, and the water supply of Bapaume has been blown up. The Germans were again favoured by the weather in their retreat. Sloppy ground precludes a vigorous pursuit and hampers the bringing up of heavy guns. This may enable the Germans to make good their new defensive line and avoid being rushed. It is impossible still to determine how far the retreat may continue. Two natural lines of country affording a strong position are, firstly, the Bapaume ridge and behind it the longer line between Cambrai and Arras.

The British are already in close touch with enemy positions south-west of Bapaume ridge and it is not unlikely that the enemy may be compelled to withdraw to the Cambrai-Arras position.

RUSSIAN FRONT.

EIGHT GERMAN GAS ATTACKS.

LONDON, Feb. 27.

A Russian official report, received by wireless, says:—
In the region of Smorgon the enemy discharged eight gas attacks in seven hours.

We repulsed a Turkish attack to the north of Sivassky.

THE RUMANIAN FRONT.

STRONG ENEMY RECONNAISSANCES REPULSED.

LONDON, Feb. 27.

A Rumanian communiqué states:—
We repulsed with enemy losses.

strong enemy reconnaissances on the north-western frontier of Moldavia and bombarded enemy trenches in the Sereth region, dispersing enemy troops and supply columns.

THE BOMBARDMENT OF BROAD STAIRS AND MARGATE.

LONDON, Feb. 28.

The brunt of the bombardment on the East coast was suffered by a hamlet between Margate and Broadstairs. The worst experience was that of a family of nine in a cottage. The mother rushed upstairs to fetch her ten-months-old infant when a shell killed the mother and mortally injured the baby. Two other children were seriously injured.

AMERICA NEARER WAR.

PRESIDENT ASKS FOR POWERS TO USE FORCE.

WASHINGTON, Feb. 26.

President Wilson today asked Congress for authority to use the United States Forces to protect American rights on the high seas.

In his speech the President weightily and outspokenly reviewed the submarine situation. He said he feared that none of the Neutral countries who had been asked to co-operate to prevent submarine depredations, thought it wise to join in common action.

American commerce was suffering more in apprehension than in fact, as ships were timidly keeping to home ports. He dwelt on the very serious and growing congestion arising from that fact which itself might presently accomplish the sinking of the "Lyman M. Law" as disclosing the ruthlessness of the German method which was deserving of great condemnation.

The President laid stress on the indications and expressions of purpose by the German Press authorities which increased the impression that the future sparing of American ships and people would likely be more due to unexpected discretion and restraint on the part of submarine commanders, or to fortunate circumstances, than to the carrying out of instructions.

"It is foolish to deny that the situation is fraught with the gravest dangers. The necessity for definite action may come at any time, if we are to defend our elementary rights as a neutral nation. Therefore it would be most imprudent to be unprepared. I wish to feel I have the authority of Congress behind me in whatever it may be necessary for me to do. I am still a friend of peace, I do not contemplate war or steps leading to war. I merely request the authority to safeguard the rights of the people who are anxious to live in peace. War is only possible through the wilful acts of others and the people can trust me to act with restraint and prudence."

LATER.
After President Wilson's speech in Congress, the Chairman of the Foreign Relations Committee announced that he would immediately introduce a Bill granting President Wilson power to arm ships and other necessary authority, including credit.

(Continued on Page 5.)

FOOD AS LUGGAGE.

AMERICAN AMBASSADOR'S HAMPER.

The New York Times, in an amusing editorial on the fact that Ambassador Gerard recently took a considerable quantity of food with him when he went back to Berlin with him, says:—

"That kindly friends gave our Ambassador to Germany four tons of food to carry back with him shows not only a desire that he should not go hungry while performing his important duties, but that in their opinion there was not a little likelihood that this might be his unhappy fate if they didn't take measures to guard him from it."

"It may be rather impertinent to wonder just what sort of food were bestowed on an Ambassador going to Germany, but to refrain from doing it is too difficult. Bacon, biscuits, and finnan haddie would be useful where a dearth of necessities exists, but they are woefully prosaic; fruit would not 'keep,' and an Ambassador with a heart would not feel comfortable if he had a big stock of the things called 'luxuries,' while everybody around him was having only mere slices of black, cut thin, and thinly buttered if at all."
Indeed, with conditions as they are in Germany, it is a fairly safe assumption that no small part of the four tons, no matter of what they may be composed of, will be distributed amongst Mr. Gerard's many friends in Berlin, who have not so lately as he retired what is still a land of plenty. Just recently some of the generous donors of the local gift.

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Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, comprising Double and Single Brass-mounted Bedsteads, Twin Bedsteads (Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., Dinner Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Set, etc., Bath Room Utensils, Roll-top Desks and Writing Tables, etc., Sundry Electro Plated Ware.

Piano in good condition, Electric Reading Standard Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Engravings, etc.

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(1251)

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Hongkong, Feb. 20, 1917. 1313

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Hongkong, Feb. 24, 1917. 1529

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MARTIN'S APOL-STEEL PILLS

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Authorized Capital \$3,000,000	233,970,387
Subscribed Capital \$4,500,000	
Paid-up Capital	22,437,500
Fire Funds	3,837,047
Life & Annuity Funds	17,567,590
Sinking Fund Account	128,230
	223,970,387
Revenue Fire Branch	\$2,881,456
Life and Annuity Branches	2,141,535
Revenue Marine Department	337,339
Other Receipts	478,940
	23,399,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

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Hing Cheong (Kowloon).
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Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

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SCOTTISH LETTER.

(From Our Own Correspondent.)

January 10.

VICE-ADMIRAL SIR G. WARRENTER.

The death has occurred after a short illness of Vice-Admiral Sir George Warrender, Bart., K.C.B., of Lochend, East Lothian. He served in the Naval Brigade in the Zulu War; acted as Commander-in-Chief of the East India Station from 1907 to 1909; and had commanded a Cruiser Squadron and a Battle Squadron. Only a few weeks ago he resigned the position of Commander-in-Chief at Portsmouth owing to ill-health.

Sir George Warrender was the Admiral Commanding the British Squadron that visited Kiel a week or two before the outbreak of war. His flagship on that occasion was the King George V., and at the very time when the Archduke Francis Ferdinand was murdered in Sarajevo, Sir George was entertaining the Kaiser on board the King George V. As a matter of fact, the Kaiser, as an honorary Admiral of the British Navy, actually flew his flag at the head of the British squadron which a week or two later cleared for action against the German fleet in the "mouse-hole" of Kiel.

The account of the proceedings at Kiel makes strange reading in view of after events. Large crowds of Germans eagerly waited the British ships on shore leave, and watched their holiday mood with interest. The innumerable cafes and restaurants along the waterfront and neighbouring streets hung out Union Jacks in honour of the guests—where are those banners now?—and immense placards in English announced that the British sailors were greatly welcome.

A STRONG RESOLUTION ON PROHIBITION.

A conference representing the Corporations of the larger towns of Scotland—Edinburgh, Glasgow, Dundee, Aberdeen, Leith, and Paisley, has passed a strong resolution in regard to prohibition. The proceedings were private, but it is understood that the subject was approached entirely from the point of view of war necessities. Such a relative matter as the granting or withholding of compensation to license-holders was not entered upon. The Glasgow representatives (five Ballies) were specially urgent for the need of some emergency measure, and other speakers remarked that the Glasgow Magistrates spoke from direct observation. After an hour's discussion it was unanimously resolved that the conference, "while recognising that the matter is one for Government action, is of opinion that it is in the interest of national economy and efficiency that the sale of ardent spirits be prohibited during the war and the period of demobilisation," and it was suggested to the various Town Councils that it was desirable to take this expression of opinion into immediate consideration with a view to an early decision.

CAPTAIN HARRY BARKEN, V.C.

A memorial to the late Captain Harry Barken, R.A.M.C., V.C., Chevalier of the Legion of Honour, was formally unveiled in Irvine Parish Church by the Countess of Eglinton. Captain Barken, it will be remembered, did brilliant research work in the Sudan in connection with the investigation and treatment of sleeping sickness, was at home on leave when war broke out, and at once volunteered for service at the front. The Cross of the Legion of Honour and the Victoria Cross were conferred for gallant conduct during operations in France. While attending to wounded under heavy fire, a shell almost severed one of his legs from his body. He gave instructions regarding his work and got combatant officers to bind his own wounds, after which he lay where he fell during the whole of the following night. Next day the ground over which he was carried was so rough and muddy that he was twice tumbled out of the stretcher. His remarks were characteristic. He said, "Never mind, boys, I know you are doing your best." When he reached the dressing station he would not allow his own case to be attended to before others. His leg was amputated, but he gradually sank and died.

A LINK WITH SCOTT.

The C.M.G. conferred upon Brigadier Laurence Lockhart Maxwell, Indian Army, has a special interest for Scotsmen. The Brigadier is the grand-nephew of John Gibson Lockhart, the son-in-law and biographer of Sir Walter Scott. One of his brothers is Brigadier Frank Maxwell who won the V.C. in the South African War, and another is Major David Lockhart Maxwell, who was through some of the thickest fighting in Gallipoli and France.

DEER AND RABBITS.

The interest of most folk in the recent Order regarding the slaying of deer and rabbits is confined to the question whether it will cheapen as well as increase our food supply. The Duke of Argyll, of his own accord, some little time ago gave orders for the shooting of a large number of deer on his estates and that the venison should be sold in Inverary at 6d. per lb. But we do not sell live in Inverary, and when the game reaches the market, the venison will be snapped up by the well-to-do—it is rather an expensive food to cook, requiring a lot of "kitchen,"—only the rabbits will be left to the community. Curiously enough there is a prejudice against rabbits in some circles, and such prejudices are always hard to fight against.

I had a chat the other day with the head keeper, of a large deer forest, who gave it as his opinion that almost every "forest" in Scotland could spare from 200 to 400 head of deer, and would be much the better for the thinning. Almost everywhere the deer are too numerous. Little shooting having been done since the outbreak of war.

Winter shooting of wild ducks and wild geese has been put a stop to by the Admiralty. The sportsmen were in the habit of going to sea in punts armed with a long gun containing a heavy charge, and they would bring down a score or more of birds at a single shot. When the birds were cleared out of one firth or loch, the punters followed them to their new retreat. Sportsmen who used only rifles, and from the shore, were wont to complain of the devastation wrought by these punters, and in some localities of late years, the ducks were reported as very scarce. Nowadays, as a result of the war restrictions, the birds are again plentiful all round the Scottish coasts.

WHERE'S MY GLOVES?

A sidelight on the peculiar working of the human mind under sudden excitement is afforded by an incident told of a passenger in the Edinburgh train which suffered so severely in the late collision at Ratho. There was a lady in one of the carriages. The passengers were thrown from their seats, and the luggage was tumbled down from the racks. When they pulled themselves together, this lady demanded to know where her gloves were, and vigorously asserted that some one in the carriage had stolen them. The passengers were too much concerned with their own plight to pay any attention to the charge; but, the lady, in the midst of all the dead and wounded, kept up a loud complaint about her missing gloves.

A BLEND.

There are some curious blends in the British Army. I hear of a Colonel whose father is a Swede and whose mother a Basque; he was born in Canada and is a most patriotic British subject. He has been twice wounded, and is waiting for the call to resume strapping the Boche. Another curious case is a Canadian Highlander, who came North to see how we kept the New Year. He is a native of Prince Edward Island, the grandson of a Highlander who emigrated in the forties. He spoke the Gaelic, and was greatly disappointed that the old language was not heard in the streets of our Scottish cities.

IF YOU FEEL A COLD APPROACHING

a hot bath at bed-time and a dose of Pinkettes, the little gentle-salt laxatives, form the best preventative.



dispel Constipation, Biliousness, torpid liver, sick headache, and clear the complexion. Of Chemists, or 40 cents the packet, from Dr. Williams' Medicine Co., 95 Southview Road, Shanghai.

BUILDING ACTIVITY AT SHANGHAI.

Some interesting details are given in a recent report by the U. S. Consul-General Thomas Sammons, concerning the unusual building construction activities at Shanghai. He states that the value of buildings under construction in the International Settlement at Shanghai for the first half of 1916, was approximately \$2,400,000. This is a remarkable showing when compared with the return for all of 1915, which aggregated about \$3,100,000. These figures represent only the International Settlement. Extensive building operations are also being carried on in the French Concession, the Chinese native city, and the suburbs. The large amount of building work at present carried on in Shanghai may be accounted for in part by the urgent need of the structures now being erected. The cost of building is in general 30 per cent. higher than ordinarily, and the belief is that these higher figures will not be reduced to the normal for many months to come. The loss in the extra cost of building, however, will in most cases be offset by bigger profits resulting from large rentals and increased business.

CHARACTER OF BUILDINGS UNDER CONSTRUCTION.

The buildings under construction in the International Settlement in Shanghai may be classified thus: Native residences and shops; semi-foreign residences and shops; foreign residences, offices and shops. The largest number of building operations comes under native residences and shops. These are generally occupied by Chinese and are of a very simple character. They are built with a 4 ft. space between the main house and an 8 ft. back lean-to serving as a kitchen, over which is a sun dock, the main house only having an upper floor. There is also an 8 ft. wall in front yard. The shop differs from the residence only by the elimination of the front yard, the front of the main house being on the road line.

Semi-foreign shops are native shops with a foreign front, and these are becoming general on the principal streets, road line. Semi-foreign residences are of the same size as the native residences, having a somewhat better finish and a foreign front in the shape of a veranda and are supplied with foreign doors and windows. They are generally occupied by Japanese and the foreign poor. The foreign residences, offices, and shops constitute the bulk of the expensive buildings and are generally substantial and well-constructed.

MATERIALS USED IN BUILDING NATIVE HOUSES.

The native houses are all frame. The uprights are usually native round birch poles, 6 to 8 in. in diameter at the base. Division walls between houses are of 8 in. brick. Joists carrying the floor and roof are round birch poles. The flooring is pine, lap jointed or tongued-and-grooved. Doors are of pine, made up of thin boards nailed to a frame. Windows are glazed with fourth quality glass. The styles of door and window are set in the frame-work at the top and bottom, form hinge bars upon which they move. No hardware is used. Ironwork entering into the construction consists only of rain pipes from the roof and nails for the flooring.

FOREIGN RESIDENCES.

The walls of the foreign residences, offices, shops, and godowns are generally of solid brick, although some are sometimes constructed of granite, stone, or artificial stone. Constructional timber is invariably Oregon pine, floors in some cases being Oregon pine, but usually Singapore red wood. This wood, which resembles the Luanan (Philippine) family, makes a good floor and shows up well when coated with native varnish known as "Kungpo varnish." Singapore red wood is also extensively used for cabinet work. A good quality of lock sets are used, usually of British manufacture. The use of reinforced concrete has grown rapidly and it is now being extensively employed in offices, shops, and factory blocks. Expanded metal, wire mesh, and reinforcement bars of every description are in great demand, although at high prices. The demand will in all probability greatly increase. Cement is being consumed in increasing quantities, the supply being met from mills in or near China. Before the war Belgium was practical by the only source of supply for window glass. Now it is obtained from Japan and America.

BIG SHIPPOWNING.

For the eighteenth consecutive year the *Argus* and *Shipping* publishes the annual table showing British fleets of over 50,000 tons. The 81 companies which figure in the list own between them over 2,000 vessels, representing a tonnage of 19,000,000 tons gross. Lloyd's Register gives the tonnage of the British fleet as 19,000,000 tons gross, 18,923,358 tons net. But of even greater interest is the fact that for the first time in the history of the world one management controls over one and a half million tons of British shipping. Of the 81 companies, 17 are of the British Mercantile Marine. To Lord Inchcape is due the enterprise which has brought about the fusion of interests of the P. & O. B.L. and the New Zealand Federal Companies, whose fleets in all, consist of 1,000 vessels, 69 of which are of 493,991 tons; B.L. 143 vessels, of 693,390 tons; New Zealand Shipping Company, 16 vessels, of 144,140 tons; and the Federal Steam Navigation Company, 28 vessels, of 1,810,392 tons, giving a gross total of 1,823,923 tons. But the tonnage to amalgamate does not stop here. The million ton mark is passed by the Ellerman Lines, Ltd., whose total is 290 vessels, of 1,810,392 tons. Included in these figures is Sir John Ellerman's latest acquisition—the Wilson Line of Hull, whose fleet consists of 60 vessels, of 917,024 tons; the Ellerman and Bucknall Steamship Company, 23 vessels, of 132,244 tons; the City Line, 43 vessels, of 274,131 tons; the Ellerman-Hall Line, and others. Just under the million mark are the Furness Line, with 200 vessels, of 220,454 tons, which include the Prince Line fleet of 29 vessels, of 181,211 tons. Shipowning this far if we bracket the three amalgamations, we get a total of 3,340,461 tons of shipping, which equals about 18 per cent. of every vessel one-fifth of the total British Mercantile Marine under the control of three management.

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Special Food for Starved Nerves.

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THE IDEAL RECONSTRUCTIVE NERVE FOOD

A VALUABLE RESTORATIVE IN NEURASTHENIA, NERVOUS DEPRESSION AND ANEMIA

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"Sanaphos" is sold by all Chemists. Stocks are held by and requests for samples should be addressed to—Fletcher & Co., or The Queen's Dispensary, Hong Kong.

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PLEASANT TO TAKE, REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES OF

Biliousness, Sick Headache, Constipation, Errors in Diet—Eating or Drinking, Thirst, Giddiness, Rheumatic or Gouty Pains, Feverish Cold, with High Temperature and Quick Pulse, and Feverish Conditions generally. It is everything you could wish as a simple and Natural Health-giving Agent.

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SOLD BY CHEMISTS AND STORES EVERYWHERE.

CHINA COTTON SPINNING AND WEAVING INDUSTRY.

According to a report by the Canadian Trade Commissioner at Shanghai, published in the issue of 13th November of the "Weekly Bulletin" of the Canadian Department of Trade and Commerce at Ottawa, the development of the cotton spinning and weaving industry in China is worthy of careful study.

Scarcely more than thirty years ago not a single cotton spinning or weaving mill fitted with an up-to-date plant and operating on modern lines could be found in China. By careful inquiry it has been ascertained that thirty-seven such mills have been established since then. Now that a start has been made, a more rapid and extensive development in this branch of industry in the future may confidently be expected. Of the thirty-seven cotton mills twenty-one are situated in Shanghai, while the rest are scattered throughout the four provinces of Kiangsu, Chekiang, Hupeh, and Hunan. Most of the larger and more flourishing mills at Shanghai have been established and are working under foreign direction. According to a Chinese press notice, there are five Japanese, seven British, and nine Chinese mills in Shanghai, the latter including two in the course of being established. One of the British mills, having 72,294 spindles, and 181 weaving machines, is the largest, and the Nissin mill (Japanese), operating 10,000 spindles, is the smallest. The total number of spindles in the twenty-one mills at Shanghai is estimated to be 842,894, and the number of weaving machines 265,234, including those of the two Chinese mills not yet working.

As regards the sixteen cotton-mills at the outposts, all of them owned by Chinese, the Tientsin mill (old) at Tientsin with 50,000 spindles is the largest of its kind in the interior, and the Tientsin mill at Siao-shan, in Chekiang, operating 12,000 spindles, is the smallest. Of these sixteen cotton-mills nine are established in Kiangsu, one at Changte in Honan, and one each at Wuchang and Hankow in Hupeh, the last two being

capitalised and operated under the direction of the Government. There are also gathered 418,316 spindles and 218 weaving machines working in the outport mills.

BIG GOLD DEAL IN SOUTH AFRICA.

MR. SOLLY JOEL'S COUP.

The West Rand interests of Sir Joseph Robinson, the multi-millionaire baronet, have been bought out by Mr. Solly Joel, this making as the biggest deal of its kind in South Africa since Mr. Cecil Rhodes consolidated the diamond interests at Kimberley in 1888. It is stated that Mr. Joel is paying a sum of two millions in cash. It is expected that the new control of the Robinson group will mean a tremendous difference in the prospects of the West Rand, one of the most notable auriferous areas in the world. The previous record deal was the acquisition of the De Beers Consolidated Mines, Ltd., of which Mr. Solly Joel is a director. It is officially announced that Mr. Joel, on behalf of the Johannesburg Consolidated Investment Company, Limited, has acquired the whole of Sir J. B. Robinson's interests in the Robinson Group, the Randfontein Central Gold Mining Company, and the Langlaagte Estate and Gold Mining Company—Beuter.

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by all Chemists and Storekeepers.

THE CONDITION OF YOUR HAIR DEPENDS ON THE CONDITION OF YOUR SCALP.

USE

WATSON'S - RESORCIN - HAIR WASH

The HAIR TONIC that kills the DANDRUFF GERM. Cleanses the Scalp & thus Produces a Luxurious & Healthy Growth.

PREPARED ONLY BY

A.S. WATSON & Co., Ltd.
HONGKONG AND CHINA.



To-day's Advertisements

QUEEN MARY'S NEEDLEWORK GUILD.

LADY MAY, President of the Guild in this Colony, invites all Ladies interested in the organization of working parties for war work—whether in connection with the War Charities Committee or not—to attend a MEETING at GOVERNMENT HOUSE on WEDNESDAY, 7th March at 10.30 a.m. for the discussion of matters of general interest.

Hongkong, Feb. 28, 1917. 1541

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship TENYO MARU.

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on FRIDAY, 2nd March at 5 p.m. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on TUESDAY, 6th March, at 5 p.m.

No Fire Insurance whatever will be effected.

No claims will be recognised after the Goods have left the Steamer or Godown. All damaged and damaged Cargo will be landed into the Company's Godown, where they will be examined on the 7th March, at 10 a.m.

No claims will be recognised if filed after the 21st March, 1917.

T. DAIGO, Agent.

Hongkong, Feb. 28, 1917. 1538

PUBLISHED AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the Consignee),

MONDAY,

the 5th March, 1917, at 10.30 a.m., at their Sales Rooms, No. 5, Des Voeux Road, Corner of Ice House Street.

A Number of Lots of GOLD AND DIAMOND JEWELLERY.

Comprising—

Several Gold and Silver Watches, Gold, Pearl, Diamond and Ruby Rings, The Pins, Charms, Brooches, Earrings, Studs, Gold, Platinum Pens, Pearl Necklets, &c., &c., &c.

Terms—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, Feb. 28, 1917. 1539

PONIES! PONIES! PONIES!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup, on

WEDNESDAY,

the 7th March, 1917, at 3 p.m., at the Fountain, opposite the City Hall.

A Large Number of WELL-KNOWN RACE PONIES.

(Full Particulars from Catalogue.)

Terms—Cash.

H. G. H. HOUGH, Auctioneers.

Hongkong, Feb. 28, 1917. 1540

THE DIARY.

MEMO FOR TO-MORROW.

St. David's Day.

General Memoranda.

SATURDAY, March 3.—H.K. Jockey Club Race Meeting. Off Day.

THURSDAY & FRIDAY, March 8.—H.K. H. Society's Annual Flower and Vegetable Show.

SATURDAY, March 10.—11.30 a.m.—Hongkong Rope Co.'s Meeting.

HONGKONG JOCKEY CLUB RACES.

THIRD DAY.

It was unfortunate that Ladies' Day should have opened under such gloomy meteorological conditions. Naturally owing to the drizzling rain the attendance was not as large as it would otherwise have been. H.E. The Governor and Lady May arrived punctually at 12 o'clock and almost immediately after the horses in the first race got away.

Shortly before the first race it was announced that Silver Streak had gone lame and had been scratched for all races, thereby causing a great disappointment to that animal's many admirers. It was the more unfortunate since Silver Streak had been counted upon by many people to win the championship.

The gloom caused by these bad tidings was accentuated by a rather bad accident to Mr. Boyd in the first race.

It appears that his pony Heroloni crossed his legs when entering the straight and Mr. Boyd was thrown rather heavily into a ditch. Mr. Hayes or Sinoria went back but at first it appeared that Mr. Boyd was not seriously hurt. Unfortunately, however, he became worse and was reported to be suffering from slight concussion. He was taken to the Park Hospital for examination.

The Ladies Purse was presented to Mr. Johnston, the winner of the race, by Miss Ventris, daughter of H. E. the General Officer Commanding the Forces in China. In doing so Miss Ventris said: "I congratulate you, on behalf of the ladies of Hongkong, on your splendid win."

Mr. Johnston, acknowledging the presentation, remarked that when he thought of coming down from Shanghai for the Races he looked forward to winning the Ladies' Purse, and thought of a little speech under the impression that the Purse would be presented by one of the Misses May, about whose family he had thought of a lot of things to say. Now, his speech was not "clean off the ice." He congratulated the Colony on the acquisition of Miss Ventris—(applause). A reference to the Race Book showed that as far back as 1850 Robert Jardine won the same race in the same colours. He, therefore, thought he was following in very good footsteps. On behalf of the Jockey Club he had very much pleasure in asking Miss Ventris to accept a bouquet.

Mr. Johnston then called for three cheers for Miss Ventris and the ladies of Hongkong, which were heartily given, as also a "tiger," and then, following the usual custom, Mr. Johnston as the winner of the race, led Miss Ventris in to tiffin on the Club stand.

THE GRAND STAND STAKES.—Winner \$500. Second \$200. Third \$100. For China Ponies bona fide Griffins on date of entry. Weight for inches as per scale. Winners of one Race 5lb.; of two or more Races 10lb. extra. Subscription Griffins allowed 5lb. Entrance \$10. Three quarters of a mile.

Mr. Henry Humphreys' Brown Mouse, 11st 4lb. (Mr. Knoll) 1

Mr. Ellis Kadourie's Essex Chief, 10st 12lb. (Mr. Sedgwick) 2

Mr. Ezra's Iron Duke, 11st 7lb. (Mr. Ezra) 3

Mr. Paul's Choice Dahlia, 10st 12lb. (Mr. H. Seth) 0

Mr. Scores' Heroloni, 10st 11lb. (Mr. Boyd) 0

Mr. Scores' Warriorini, 10st 13lb. (Mr. Sedgwick) 0

Mr. Scores' Ginoia, 11st 4lb. (Mr. Hayes) 0

Mr. H. P. White's Manner, 11st 1lb. (Mr. Johnston) 0

Mr. H. P. White's Oak Day, 11st 1lb. (Mr. Johnston) 0

After a false start, the horses got away badly, Heroloni being left by ten lengths. At the bottom of the incline Iron Duke led, followed by Essex Chief, second, Brown Mouse third and Heroloni last. At the Rock Choice Dahlia was leading, followed by Iron Duke, with Brown Mouse a length behind. Down the incline Choice Dahlia was still leading. Round the bend Choice Dahlia was challenged by Warriorini, but kept his lead. In the home straight Brown Mouse led, Iron Duke lying second. A very close race at the finish, Brown Mouse winning by half a length, Essex Chief second and Iron Duke two lengths behind, third.

Mr. Boyd was thrown from Heroloni at the Village bend.

Time: 1m. 32 4/5sec.

Pari-Mutual: Winner \$7.70;

Places, 1st, \$5.20; 2nd, \$3.80; 3rd, \$6.60.

Cash Sweeps: No. 50, \$862.87;

No. 227, \$252.25; No. 77, \$124.38.

THE GREAT SOUTHERN STAKES.—Win-

ded \$500. Second \$200. Third \$100.

For China Ponies. Weight for inches as per scale. Winners

at this meeting of one Race 5lb.; of two or more Races 10lb. extra.

Griffins allowed 5lb. Entrance \$10. Once

round.

Mr. John Peel's Star of Doon, 11st 9lb. (Mr. Johnston) 1

Mr. T. F. Hough's Cadzow's Wait, 10st 11lb. (Mr. Fisher) 2

Mr. Ezra's General Birdwood, 11st 9lb. (Mr. Ezra) 3

Mr. Ellis Kadourie's Australian Chief, 11st 4lb. (Mr. Hayes) 0

Sir Paul's Giant Dahlia, 11st 7lb. (Mr. Moller) 0

A good start, all getting away together. Giant Dahlia was leading at the Football Stand. At the Rock, Star of Doon took the lead. General Birdwood shooting up to second place. Star of Doon, being easily ridden, retained his lead in the home straight, with General Birdwood and Cadzow's Wait, fighting hard for second place. Star of Doon won by a short head only from Cadzow's

Griffins allowed 5lb.; Subscription Griffins of any season non-winners allowed 10lb. Entrance \$10. One mile and a quarter.

Mr. Ezra's Dahlia, 11st 9lb. (Mr. Ezra) 1

Sir Paul's Windsor Dahlia, 11st 1lb. (Mr. Moller) 2

Messrs. T. F. Hough & J. H. Scott's Golofina, 11st 1lb. (Mr. Johnston) 3

Mr. Ellis Kadourie's Pingwu Chief, 10st 11lb. (Mr. Hayes) 0

Pingwu Chief got away at the start in front of Windsor Dahlia, and the Chief was first past the post, leading by three lengths from Windsor Dahlia, second, Dixie third and Golofina last. The same order was maintained at the Mitchell stand, and to Bowington Gate. At the bottom of the incline Golofina was nearly level with Windsor Dahlia, but dropped behind again. Windsor Dahlia, overhauling Pingwu Chief, got ahead by half a length. Down the incline Pingwu Chief displaced Windsor Dahlia a second time. In the home straight Dixie and Pingwu Chief raced hard, Dixie getting a length ahead and winning by half a length from Windsor Dahlia, second, with Golofina a short head behind, third. Time: 2m. 41 1/2sec.

Pari-Mutual: Winner, \$7.50;

Places, 1st, \$7; 2nd, \$10.

Cash Sweeps: No. 177, \$1,204.33;

No. 310, \$869.87; No. 368, \$191.66.

THE HONGKONG STAKES.—Winner

\$600. Second \$200. Third \$100.

For China Ponies. Subscription

Griffins of this season 1916-1917.

Weight for inches as per scale. Winner of the Subscription Griffins

Challenge Cup 7lb. extra; non-winners allowed 5lb. Jockeys who

have never had a winning mount in Hongkong, Shanghai or Tientsin

allowed 5lb. Entrance \$10. One mile and a half.

Mr. Harfield Bridgforth, 11st 12lb. (Mr. Sedgwick) 1

Mr. Henry Humphreys' Field Mouse, 11st 8lb. (Mr. Knoll) 2

Mr. Wayfong Cloudlands, 10st 12lb. (Mr. Johnston) 3

Mr. Adam's Amphion, 10st 4lb. (Mr. Adams) 0

Mr. Dalmore's Merry Monarch, 10st 8lb. (Mr. Barton) 0

Mr. Dynast's King Ben, 10st 10lb. (Mr. Hayes) 0

Mr. Ezra's Trojan, 10st 12lb. (Mr. Ezra) 0

Sir Paul's Magic Dahlia, 10st 9lb. (Mr. H. Seth) 0

Mr. John Peel's Drumstick, 10st 9lb. (Mr. Fisher) 0

Trojan had the best of a bad start, Field Mouse getting away last. All were ridden easily up to the village bend. First past the post was Cloudlands with King Ben second and Merry Monarch third. At the Bowington Gate King Ben led, Merry Monarch being still in third place. Magic Dahlia was in first place at the foot of the stand. Down the incline Magic Dahlia and King Ben raced neck and neck, Cloudlands now lying in third place. At the Rock King Ben led, with Cloudlands second, Field Mouse third and Magic Dahlia fourth. Cloudlands and King Ben raced together; Field Mouse still third and Magic Dahlia still fourth. In the home straight Bridgforth, going strong, overtook the leader and won by a short head from Field Mouse, Cloudlands taking third place half a length behind.

Time: 3m. 24 4/5sec.

Pari-Mutual: Winner, \$152.90;

Places, 1st, \$12.90; 2nd, \$6.90; 3rd, \$6.60.

Cash Sweeps: No. 494, \$1,538.25;

No. 822, \$489.50; No. 179, \$219.75.

THE LADIES' PURSES.—Presented

\$350 added for winner. Second to receive \$200. Third \$100. For

China Ponies. Weight for inches as per scale. Winners at this

meeting other than Subscription Griffins 5lb. extra. Jockeys who

have had 3 or more winning mounts in Hongkong, Shanghai or

Tientsin 3lb. extra. Jockeys who have never had a winning mount

in Hongkong, Shanghai or Tientsin allowed 4lb. Entrance \$10. Once

round.

Mr. John Peel's Star of Doon, 11st 9lb. (Mr. Johnston) 1

Mr. T. F. Hough's Cadzow's Wait, 10st 11lb. (Mr. Fisher) 2

Mr. Ezra's General Birdwood, 11st 9lb. (Mr. Ezra) 3

Mr. Ellis Kadourie's Australian Chief, 11st 4lb. (Mr. Hayes) 0

Sir Paul's Giant Dahlia, 11st 7lb. (Mr. Moller) 0

The start was a bad one, Dixie being left behind, but he pulled up and shot in front of Northlands, Sandy lying third. Past the post Dixie led, with Northlands second, Sandy third and Triumph last. The same order was retained down the back straight to Bowington Gate, but soon afterwards Triumph drew level with Sandy. Dixie was still leading. The same order was retained at the incline. At the village bend, Triumph on the outside, and Sandy, were racing hard, Northlands being in the lead. It was a fine race home between Triumph and Sandy, the former winning by half a length; a length separated second and third.

Time: 2m. 38 5/8sec.

Pari-Mutual: Winner, \$8;

Places, 1st, \$5.20; 2nd, \$5.20.

Cash Sweeps: No. 87, \$12,486.87;

No. 898, \$8,087.25; No. 1902, \$1,788.68.

\$100 each was paid on the follow-

ing numbers—71, 1038, 1981, 2219,

1204, 1784, 1047, 1090, 2017, 1859,

674, 1899, 1014, 1574, 2000, 898, 071.

THE CONSOLATION STAKES.—A Sweep-

stakes of \$5 each with \$400 added

for winner. Second \$200. Third

\$100. For China Ponies that have

run at any Gymkhana Meeting and

Griffins on date of entry. Non-

starters barred. Entrance \$10. One

mile and a quarter.

Mr. John Peel's Jacobite, 11st 2lb. (Mr. Johnston) 1

Messrs. H. P. White & N. J. Stabb's Capilano, 11st 9lb. (Mr. Hayes) 2

Mr. Ellis Kadourie's Formosa Chief, 11st 1lb. (Mr. Moller) 3

Mr. Gushard Matchbox, 10st 10lb. (Mr. Fisher) 0

Mr. Harford's Crosby, 10st 6lb. (Mr. Sedgwick) 0

Mr. Henry Humphreys' Town Mouse, 10st 6lb. (Mr. Knoll) 0

Messrs. Logan & Bester's Glorious Fear, 10st 6lb. (Mr. H. Seth) 0

Sir Paul's Victory Dahlia, 11st 1lb. (Mr. Barton) 0

The race was started in heavy rain, and a bad start had to be recorded, Victory Dahlia being left behind. Jacobite settled down in front of Glorious Pearl. First past the post was Glorious Pearl on the rails, with Jacobite second and hard held, Capilano third, with Formosa Chief bringing up the rear. At the foot of the stand Glorious Pearl led by two lengths, with Victory Dahlia in the fourth place. At the incline Victory Dahlia held second place. At the bend, Glorious Pearl still led with Matchbox in second place. In the home straight Jacobite challenged the leader and the others closed up the field going past the post in a bunch. When the numbers went up a very close finish was recorded, Jacobite winning by half a length with only a head, between Capilano, 2nd, and Formosa Chief 3rd.

Time: 2m. 47 2/5sec.

Pari-Mutual: Winner, \$6.60;

Places, 1st, \$5.90; 2nd, \$7.20; 3rd, \$9.70.

Cash Sweeps: No. 310, \$2,266.62;

No. 270, \$658.75; No. 646, \$328.88.

THE "RIALTO" STAKES.—Presented

by the members of the Hongkong

Stock Exchange. Value \$1,000 to

winner. Second to receive \$200.

Third \$100. For China Ponies.

Subscription Griffins of this season

1916-1917. Weight for inches as

per scale. Winners of one Race 5lb.; of two or more Races 10lb. extra.

Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5lb. Entrance \$10. One mile.

Mr. John Peel's Drumstick (Mr. Johnston) 1

Mr. Charles' Hush (Mr. Hayes) 2

Mr. Beth & Ross' Sol (Mr. Sedgwick) 3

Won by two lengths, half a length between second and third.

Time: 2m. 9 2/5sec.

Pari-Mutual: Winner, \$0.90;

Places, 1st, \$6; 2nd, \$7.60; 3rd, \$10.50.

Cash Sweeps: No. 417, \$2,049.68;

No. 303, \$385.62; No. 827, \$292.82.

THE CHAMPION STAKES.—Winner

\$2,000. Second \$500. Third \$300.

For China Ponies. Winners at this meeting only. Weight for inches as per scale. One mile and a quarter.

Mr. Ezra's Triumph (Mr. Ezra) 1

Mr. John Peel's Sandy (Mr. Johnston) 2

Mr. Ezra's Dixie (Mr. H. Seth) 3

Mr. H. Humphreys' Northlands (Mr. Knoll) 0

The start was a bad one, Dixie being left behind, but he pulled up and shot in front of Northlands, Sandy lying third. Past the post Dixie led, with Northlands second, Sandy third and Triumph last. The same order was retained down the back straight to Bowington Gate, but soon afterwards Triumph drew level with Sandy. Dixie was still leading. The same order was retained at the incline. At the village bend, Triumph on the outside, and Sandy, were racing hard, Northlands being in the lead. It was a fine race home between Triumph and Sandy, the former winning by half a length; a length separated second and third.

Time: 2m. 38 5/8sec.

Pari-Mutual: Winner, \$8;

Places, 1st, \$5.20; 2nd, \$5.20.

Cash Sweeps: No. 87, \$12,486.87;

No. 898, \$8,087.25; No. 1902, \$1,788.68.

\$100 each was paid on the follow-

ing numbers—71, 1038, 1981, 2219,

1204, 1784, 1047, 1090, 2017, 1859,

674, 1899, 1014, 1574, 2000, 898, 071.

THE CONSOLATION STAKES.—A Sweep-

stakes of \$5 each with \$400 added

TELEGRAMS.

(Continued from Page 1.)

THE "LACONIA"
OUTRAGE.PRACTICALLY ALL ON BOARD
SAVED.TWO AMERICAN LADIES DIE OF
EXPOSURE.

LONDON, Feb. 26.
The Cunard Steamship Co. announces that practically all on board the "Laconia" were saved.

A telegram from New York states that 20 of the crew are Americans and there were 6 American passengers.

LATER.

The "Laconia" was torpedoed at 10.50 p.m. on Sunday. It is known that one person was killed and some are missing.

LATER.

The Daily Chronicle's Queenstown correspondent reports that the "Laconia" was twice torpedoed in comparatively calm weather. She listed heavily and the hatches were lowered with difficulty. There was no panic. Passengers variously estimate that from 10 to 22 were drowned, including two Americans.

LATER.

It is confirmed that two American ladies who were passengers on the "Laconia" died as the result of exposure in a boat.

LATER.

It is officially announced that three of the "Laconia" passengers are dead and three missing.

Six of the crew are missing and six in hospital.

EARLIER TELEGRAMS.

THE WESTERN FRONT.

BRITISH ADVANCE
MAINTAINED.

LONDON, Feb. 27.
Field Marshal Sir Douglas Haig reports: "The advance is being maintained. It extends over an eleven mile front east of Guinecourt to the south of Commeourt to a depth of two miles. We occupy Butte-de-Waller, Encoeur, Epy and Miramont, and have reached the outskirts of Lebarque, Iles, and Puit-Aux-Aumonts.

We repulsed with loss an attack on a British post to the south of the Somme and we successfully raided in the neighbourhood of Arras, Monchy, Aubois and Lens.

THE BRITISH WAR LOAN.

PATRIOTISM SECURES SUCCESS.

LONDON, Feb. 26.
In the House of Commons, Mr. Bonar Law, the Chancellor of the Exchequer, said that the converted Treasury Bills amounted to 130 millions sterling. He pointed out that the number of subscribers was approximately 5,289,000, and emphasized that while the German loans had successively decreased, ours had increased.

The cost of the floating of the loan, including advertising, amounted to only £75,000. The success was due to the patriotism of the people, and evidenced the will and the financial ability of the country to win the war.

ITALIANS SECURE FURTHER
SUCCESSSES.

LONDON, Feb. 26.
An Italian official message states: "We drove back and dispersed enemy detachments south-east of Gorizia. Two of our ships successfully dropped 2½ tons of high explosives on the railway station and on Ribemont aviation ground.

We have made progress north of Trieste.

THE BROADSTAIRS AND MARGATE
BOMBARDMENT.

ONLY FOUR CASUALTIES.

LONDON, Feb. 26.
In the House of Commons, Sir E. Carson stated that the German destroyers bombarded Broadstairs and Margate in the early morning. A woman and a child were killed, two persons injured and two houses damaged. Unofficial details show that all the casualties were in a village. Shells were also dropped in a town four miles away.

THE ARGENTINE AND MEDIATION
NEGOTIATIONS.

BUENOS AIRES, Feb. 26.
It is reported that Argentina has initiated negotiations with the Latin American Republics with a view to jointly offering mediation.

ARMS FOR AMERICAN MERCHANT
SHIPS.

WASHINGTON, Feb. 27.
President Wilson has requested Congress to authorize the supply of defensive arms for merchant ships and also to "provide adequate means of protection, including war risks and insurance."

PRESIDENT WILSON ASKS FOR
"ARMED NEUTRALITY."

WASHINGTON, Feb. 26.
Addressing Congress, President Wilson asked authority to establish "armed neutrality." He stated that he had made full plans to protect American ships in the German war zone, and pointed out that while he desired peace there was something greater than peace, namely, the protection of American rights and of Americans upholding the rights of American ships to sail the seas unmolested.

PROMINENT AMERICANS ISSUE A
MANIFESTO.

IMMEDIATE ACTION URGED.

WASHINGTON, Feb. 27.
Mr. W. H. Taft, a former President of the United States, and other prominent Americans have issued a manifesto in which they state that the majority of Americans who favor action have been silent, because they do not wish to embarrass President Wilson. Therefore, the small number of pacifists were creating a wrong impression as to the nation's spirit.

They urge Americans to join a movement for immediate action, instead of waiting for the murder of more Americans before entering upon war.

ANOTHER AMERICAN STEAMER
REACHES FRANCE.

PARIS, Feb. 27.
The American steamer "Orleans" from New York has entered the Gironde.

THE IRISH ARRESTS.

STATEMENT IN THE HOUSE
OF COMMONS.

LONDON, Feb. 27.
Mr. Duke, K.C., Secretary of State for Ireland, in the House of Commons, on a motion for the adjournment, said that the great majority of those arrested had been prisoners in the rebellion, and had since their release busied themselves in reviving conspiracy. Mr. Duke declared that it was inadvisable to enter into details. He said the Inspector-General of Constabulary, Sir Bryan Mahon, accepted responsibility for what had been done.

FOOD CONTROLLER REGULATES
THE SALE OF BREAD.

LONDON, Feb. 26.
The Press Bureau announces that Lord Devonport, the Food Controller, notices that bread must be sold in loaves of a pound or an even number of pounds, and must be twelve hours old and not be changed for old loaves previously sold. They must not contain currants, suet, milk or sugar. Inspectors are authorized to weigh them on the premises or in course of delivery. Rolls must weigh two ounces.

FOODSTUFFS FROM THE UNITED
KINGDOM.EXPORT TO HONGKONG
PROHIBITED.

It is notified by the Government for general information that the exportation of foodstuffs from the United Kingdom to Hongkong, which is not dependent on such supplies, will not be permitted for the present.

HAIRPINS THREATENED.

A WAR SCARE.

The world of womanhood has been shaken to its foundations by one of the most sinister rumours which have been set about since the outbreak of war, says the "Globe." It was murmured that the Ministry of Munitions, in order to prohibit the manufacture of hairpins, panic fear seized our sisters and wives, and other feminine blessings, in its icy grip. There was a rush for hairpins, which rapidly became worth their weight in silver, and in a few hours the market was deluged with the precious bits of metal. Women who had bravely borne the news that fancy cakes for tea might be abolished, who had never blenched at the threats to their Pekes and Poms, who had read with a brave smile the moral exhortations not to dress extravagantly at this crisis, for the first time felt a pang of terror. The hairpin is much more than a twisted bit of wire intended for the curling of locks; it is the very symbol of femininity. Hence the scare—how may a woman's life be threatened by the loss of her hairpins.

NOTES ON THE RACE
MEETING.

Had it not been for to-day's inclement weather, the Jockey Club's annual race meeting—an institution which dates back well over fifty years—would have ranked with the best of them as far as attendance is concerned. The drain made by the war upon the European community naturally made itself apparent in the enclosure, where the crowd was not up to pre-war standards, but the Race Meeting is evidently as popular a holiday as ever it was with the Chinese. Every train from 11 o'clock in the morning till well on in the afternoon was crowded, every motor car and rickshaw seemed to be in use, and there were steady streams of pedestrians wending their way to the Race Course. The Police Reserves, including the mounted force, assisted in the regulation of the traffic, with every success.

One of the reasons which justify the continuance of this annual meeting while the war is in progress is that the meeting has been made a source of help for the War Charities. Last year the stewards were able to make to the War Charities the handsome contribution of \$50,000. This year—unless the inclemency of the weather to-day has seriously affected the prospects—an even larger contribution should result, for at least one new source of revenue has been tapped. Hitherto members of the Jockey Club—and the membership is very large—have been entitled to free admission in virtue of the payment of their annual subscription. So also this year, but by advertisement in the papers the members were invited to contribute the amount of the usual gate money as a gift to war charities, and there were probably few who did not enter their names, with the amount of the contribution, in the book specially provided for the purpose, just within the entrance gate. In pre-war times the price of admission was \$7.50 for the three days; since the war it has been \$10, the difference, we understand, helping to swell the Club's contribution to War Charities. For the same purpose an additional 2½ per cent. commission is deducted from the pari-mutual and cash sweep revenue.

The number of ponies entered this year was 110, representing 45 stables. The largest stables were—Sir Paul's 12; Mr. Ezne's 9; Mr. John Peel's 8; Mr. Ellis Kadoorie's 7; Mr. Henry Humphreys' 6; Messrs. Logan & Busto's 6; Mr. H. P. White's 5; and Mr. Soares' 5. The chief features of the racing have been the successes of the stables of Mr. John Peel and Mr. Henry Humphreys, and the unusually poor showing made by Sir Paul's stables. Recent meetings have often been a keen contest for Jockeyship honours between Mr. John Johnstone on John Peel's ponies, and Mr. Burkill on Sir Paul's. Mr. Burkill had not intended to ride this year owing to indifferent health. Mr. P. R. Vida, of Shanghai, was to have ridden for Sir Paul, but owing to domestic affliction, Mr. Vida was unable to come and Mr. Burkill very sportingly came down. Yesterday he had the misfortune to meet with an accident. When Triumphant Dahlia bolted back to the stables, before starting in the second race of the day Mr. Burkill's leg was injured as the pony burst in the stable door. He came back on the pony, however, and participated in the race, and he came out on Victory Dahlia in the third race—the Derby—and it was doubtless due to the inconvenience and pain he was suffering as a result of the accident that Victory Dahlia, which had been expected to put up a good race against Silver Streak, failed to get placed. Mr. Burkill did not ride again for the rest of the day, but had to lie up, which explains Mr. John Johnstone's appearance on Coronet Dahlia, in the race for the China Stakes, which he won. Mr. H. Seth and Mr. Moller rode for Sir Paul in other races during the afternoon.

Mr. Johnstone on the first day secured five firsts, one second and one third. Again yesterday he secured five firsts, two seconds and one third. Mr. Burkill on the first day had one first and three seconds, and no luck in the only two races he rode, yesterday. Mr. Knoll on the first day had one first, one second, and

two thirds, and on the second day two firsts, two seconds and one third. Mr. Ezra, who is new to our Race meetings though well known on the Shanghai course, had four wins and one second on the first day and two seconds and one third on the second day. It may be noted that were only 15 riders for the 43 stables, and that seven of the riders came from Shanghai.

To-day has provided the sensation of the meeting in the scratching of Silver Streak from all races, owing to the pony having injured its shoulder. Silver Streak, after the manner in which he won the Derby, was a strong favourite for the Championship, but the announcement made this morning came as a great disappointment to the people on the course, and must have been a great disappointment to Mr. Johnstone.

Notes about the Races without a word about the Clerk of the Course would be like "describing Shakespeare's play Hamlet and leaving out all reference to the Prince of Denmark." Mr. T. F. Hough has held the office of Clerk of the Course for a good many years now and his picturesque figure in scarlet uniform is a feature of the Races. On the Clerk of the Course falls the no light duty of making the arrangements for the meeting, from the securing of the ponies down to the engagement of the Band. As usual, everything was in apple pie order.

The pari-mutual and cash sweep arrangements were under the control of Messrs. Lowe, Fingham & Matthews, who deserve to be complimented upon the improvement they have made in the arrangements generally.

GERMAN CHANCELLOR ON
THE SITUATION.

The following portions of a speech by the German Chancellor had been received by the time of going to press:

The Chancellor accused President Wilson of variously favouring the Entente and acting detrimentally to wards Germany. He entered on a long polemical statement in regard to an exchange of views and an indictment of the American attitude, seeking to prove that it was dictated by partiality and selfishness. He argued that it was not the first time in history that the British had tried the starvation policy and declared that the submarine successes much surpass the Navy's expectations. Even though reports from many had not yet been received, the success won was due partly to the discouragement of neutral shipping, The Chancellor dwelling on the necessity for the popular remodelling of German internal life after the war, derided M. Briand and Mr. Lloyd George's declaration that they aim to free Germany from Prussian militarism and colder democratic liberties on the Germans. "Mr. Lloyd George knew before the war our geographical situation. He always reminds us of Frederic the Great's words *Toujours en Vendée*."

JAPANESE RESIDENTS ABROAD.

ONLY 600,000 ODD ALL TOLD.

According to investigations conducted by the Japanese Foreign Office, Japanese residents abroad at the end of June last numbered 608,869, which shows a gain of 26,534 as compared with the corresponding period of last year. The details are as follows:

	Males.	Females.
Japanese	266,669	133,747
Koreans	112,525	93,073
Natives of Taiwan	1,920	934
Total	381,115	227,754

Japanese residents in the districts under military administration number 12,783, as follows:

	Males.	Females.
Taipei and neighbourhood	5,801	5,585
South Sea Islands	373	24
Total	6,174	5,609

Classified according to the various countries the numbers are:

	Males.	Females.	Total.
Manchuria	168,531	141,450	309,981
China proper	16,632	12,138	27,770
Southern Asia and Australia	18,862	7,881	26,743
South and North America	174,408	63,761	238,169
Europe and Siberia	3,693	2,624	6,317
Military zones	7,174	5,609	12,783
Total	388,299	223,343	611,642

FLYING OVER EDEN.

HEAT AND MIRAGE.

People pertaining to the Flying Services are now beginning to trickle back from the wilds of Mesopotamia, some of them because they have been promoted, but most of them because they have been so thoroughly cooked, that it is time they were taken off the grill and put somewhere else to cool.

The returned wanderers bring quite curious stories of the difference between flying where the Garden of Eden used to be and flying under war conditions elsewhere, which, while suggestive of anything but the Garden of Eden, are distinctly more comforting to the average European, except while actually under hostile fire.

"Some of my friends from Mesopotamia, tell me that so great is the heat on the ground that it is impossible to get high enough to get cool, owing to the hot hair rising to such enormous heights. Even in the hottest weather in Europe one becomes perished with cold at anything over 10,000 feet, but apparently in Mesopotamia one can fly in a shirt and short pants as any height that an aeroplane can reach.

Incidentally, the same all pervading heat makes it exceedingly difficult to get any considerable height because aeroplane engines suffer as much as their pilots. Scientists explain how and why water boils at high altitudes at much lower temperatures than it does on the ground, but in Europe it is cold enough when high up to keep the water in the aeroplane engines below the reduced boiling point. In Mesopotamia, however, the water is perpetually near boiling point before it ever reaches the ground, and never has a chance of getting very much cooler as it jets aloft. Consequently, one of the troubles of aviators in that region is the boiling away of the water in their radiators. The air-cooled engines are no better off because the oil suffers in much the same way.

At certain seasons in the year, when alternate heat and cold in the day and night, are complicated by heavy rains, all the material in the aeroplanes themselves suffers badly. The woodwork assumes various strange shapes, so that unfortunate mechanics are kept eternally at work truing up machines which refuse to lift when the woodwork warps and the fabric distorts. Consequently the air mechanics working in a super-Turkish bath temperature have to do ever so much more work than they would have to do in more reasonable climates.

The troubles of aviators are still more complicated by the everlasting mirages, not because the aviators see the mirage, but because they do not. The reason for this is that the air scouts, looking vertically down on to a ground, can see exactly what is happening, whereas the troops on the ground are confused by the mirage and see things which are not there. Consequently when an aeroplane brings information that the country is absolutely clear of the enemy along a certain road the people on the ground are rather apt to mistrust his observations, because they see as they approach that particular line of country things which only exist as an optical illusion.

It is worthy of note that the Royal Naval Air Service has done very valuable work in Mesopotamia with aeroplanes operating from the Tigris, while the Royal Flying Corps have been operating from aerodromes made of sand. The said sand aerodromes are naturally far from healthy for the engines, and one of the chief troubles on the part of the unfortunate air mechanic is to keep the engines from getting choked up with grit, which is sucked in with the air into the carburettor, and they tell me that even at quite high levels the engines manage to consume quite a large quantity of fine sand, though they are above the sand level.

THE MYSTERIOUS HOLDS.

Mesopotamian flying is apparently not altogether without its humorous, as witness a story of an adventure which occurred a good many months ago. A certain senior officer of the army had been out as passenger in a seaplane when the engine of the seaplane went wrong, and the machine came down on a portion of the river actually behind the Turkish lines, though fortunately just where there did not happen to be any Turkish soldiers.

Another aviator, on a landing machine, learning that the seaplane had come down, flew over with a mechanic as passenger and landed not far from the river bank on a gravelly island. There he disembarked the mechanic, who set to work to put the engine of the seaplane right, and took up the senior officer as passenger on his own machine. As they sped across the gravel country hostile Arabs, who had apparently come from the other side of the island on seeing the machine descend, opened fire on them with such firearms as they possessed. Apparently they did the machine no damage for it flew back safely. On its arrival various people rushed out to congratulate the passenger on his safe return and some of them examining the machine pointed out what an astonishingly narrow escape the pilot and passenger had had of being killed, because the lower plane of the machine was simply riddled with holes on each side of the body, and even underneath it! Apparently the passenger felt rather pleased with himself about it, till some inquiring aviator discovered that in several cases the holes only went through the lower surface of the plane, and not through the upper surface.

Further investigation discovered the interesting fact that the holes in the lower plane had not been made by bullets, but by small stones thrown up from the gravel by the wheels as the machine was getting off, and whirled through the somewhat tired wing fabric by the draught of the propeller. Careful examination failed to find a bullet hole at all, and the pilot after consideration came to the conclusion that, after all, the Arabs were very much too far away to have hit the machine, so that what might have been an excellent story of a narrow escape became merely a standing joke for weeks afterwards. It is merely of historical interest to record that the seaplane also returned safely and unharmed.

Be it said the hundreds of flying in Mesopotamia seem considerably less than elsewhere, but that merely reflects the poor credit on the officers and men who have done such good work in the East of the war area. (C. G. Gray.)

HARPER'S BALSAMIC
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The mild and soothing influence which this preparation has classes it among the most valuable of its kind, in cases of Cough, Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phlegm from the Trachea and Astringent it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible of future irritation and disease.

DOSE.—From ten drops to one tea-spoonful according to age and circumstances, to be taken three or four times a day, or when the Cough is troublesome.

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(HONGKONG.)

ENEMY GOODS

BOMBAY TRADE SUSPICIONS.

Bombay, January 31.—The annual meeting of the Bombay Presidency Trades Association was held last night at the Commercial Gymkhana, Mr. J. D. Jenkins in the chair. In moving the adoption of the report Mr. H. F. Walton, the retiring master, gave an interesting review of the year. He paid a glowing tribute to the glorious service of the British Navy as well as the Mercantile Marine. Referring to the question of enemy goods he said that they no longer saw enemy goods publicly advertised, and the manufacturers of German and Austrian manufactures to keep their market in Bombay alive through the agency of professionally neutral Agents had, in most cases, been brought to naught; yet there was still a considerable quantity of goods coming into Bombay apparently through Neutral countries, which were undoubtedly of enemy origin. He asked members of the Association to bring any doubtful or suspicious cases to the notice of the Committee. Referring to the question of trade after the war, he expressed the hope that a satisfactory solution might be arrived at at an early date, certainly before the declaration of peace.

CALCUTTA'S VIEWS.

Calcutta, January 31st.—Mr. C. F. Hooper, retiring Master of the Calcutta Trades Association, at the annual meeting, said: "Long before hostilities started it was notorious how many of our native industries were being undermined and our country ruined by the monopolistic methods of enemy firms. It is not many years since we were expelling that great man Lord Curzon for spreading the oilfields of Burma from the ownership of the monopolists. May the cloak of Lord Curzon descend upon our present rulers and preserve us and our industries from being exploited by the delighted enemies. I do not think it needs a great stretch of imagination to picture men who, not so very long ago, sat on the tables in apparent friendship and who are now planning the ruin of India against us in Germany. It is to such people that

we are to deliver over the trade of India bound body and soul? I say most emphatically, No. I do not suppose for a moment that we can stop our enemies in the present war from trading in India. Possibly it would not be desirable. Trade will flow wherever it has a channel. But one thing I think should be our motto. If they want to trade here let them pay, and pay again. And I wonder if it would be possible to stop monopoly, thus throwback of German trade. There is legislation against it in the United States; cannot something of the sort be introduced into this country? I think it the duty of every Association in India to strengthen the hands of the Government in this most urgent and necessary matter."

HONGKONG POLICE RESERVE.

PARADE, &c.

Friday, March 2nd.—No. 2 Company Recruits Platoon, 5.30 p.m. Parade. Monday, March 5th.—Recruits of all Companies except of No. 2, Company. Tuesday, March 6th.—No. 3 Company Recruits Platoon. Examination of Classes I, II, and III at Queen's College, 6 p.m. Wednesday, March 7th.—Recruits of all Companies recommended, for passing out. The A.S.P. (B) will take this parade. Thursday, March 8th.—Orchestra Practice. Friday, March 9th.—No. 2 Company Recruits Platoon. EXERCISES. Joined.—P.O. 468 A. A. A. P.O. 467 F. L. Silva. Invalided out.—P.O. 703 Eddie. (Sgt.) F. C. Jenkins. D.S.P. (B.).

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"MANILA MARU".....Thursday, 1st Mar., at 3 p.m.

FORMOSAN LINE.—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

"SOSHU MARU".....Thursday, 1st Mar., at 8 a.m.
"AMAKUSA MARU".....Sunday, 4th Mar., at Noon.
* Calling at Tamsui, Keelung via Swatow and Amoy.
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SHANGHAI	SINKIANG	Mar. 1, at 4 p.m.
HAIPHONG	KAIFONG	Mar. 8, at 10 a.m.
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MANILA	YUENSANG	SATURDAY, Mar. 3, at 3 p.m.
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HAITAN	Capt. A. E. Hodgkins	TUESDAY, 6th March at 11 a.m.

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SHINYO MARU	20,000-21 knots	Mon., 2nd April
PERIA MARU	9,000-14 knots	Mon., 16th April
KOREA MARU	18,000-18 knots	Thurs., 28th April
SIBERIA MARU	18,000-18 knots	Sat., 12th May

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MOJI, KOBE, NAGOYA AND YOKOHAMA	SHIDZUOKA MARU, Capt. Noma, Tons 12,500	WEDNESDAY, 28th March at Noon
NAGASAKI, KOBE & YOKOHAMA	NIKEO MARU, Capt. Takada, Tons 9,600	FRIDAY, 16th March at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	FUSHIMI MARU, Capt. Iizawa, Tons 21,000	THURSDAY, 15th March at 11 a.m.
SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA	SHIRANO MARU, Capt. H. Fraser, Tons 16,000	TUESDAY, 13th March at 11 a.m.
	PENANG MARU, Capt. Kashiiki, Tons 10,000	SUNDAY, 25th March

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HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lauvet Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

March 1st to 7th, 1917.

Day	High Water	Low Water
Mon	10.15	4.15
Tue	10.15	4.15
Wed	10.15	4.15
Thu	10.15	4.15
Fri	10.15	4.15
Sat	10.15	4.15
Sun	10.15	4.15

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The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILED OUTWARD.

For	Week-Days	Sundays & Holidays
Tai O	5.00 P.M.	5.30 A.M.
Tai Po	10.00 A.M.	5.30 A.M.
Cheung Chow	8.00 P.M.	—
Shatauk, Sha-tin and Sheungshui	4.00 P.M.	—
Aberdeen, Aukun, Ping Shan, Sai Kung, San Tin, Stanley	4.30 P.M.	—

Canton, Samui, and Wuchow (Regis. 5 P.M., Letters 6 P.M.)
Macao (7.15 A.M., 9.00 A.M.)
Kongmoon (8.00 P.M., Except Saturdays)
Nantau and Samui (5.00 P.M., 6.00 P.M.)
Shamshun (10.00 A.M., 9.00 A.M., 4.00 P.M.)

FROM SHEUNGWAN WESTERN BRANCH P.O.

For	Week-Days	Sundays & Holidays
Macao	7.30 A.M., 8.20 A.M., 7.30 P.M., 1.30 P.M.	—
Canton	7.30 A.M., 9.30 P.M., 7.30 A.M., 9.30 P.M.	—
Tai Ping	9.30 P.M., 9.30 P.M., 9.30 P.M., 9.30 P.M.	—
Shek K.	9.30 P.M., 9.30 P.M., 9.30 P.M., 9.30 P.M.	—
Kongmoon	8.00 P.M., 6.00 P.M., 6.00 P.M., 6.00 P.M.	—
Kaukung	8.00 P.M., 6.00 P.M., 6.00 P.M., 6.00 P.M.	—

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I.—In Victoria with two Bearers.
Quarter hour, 10 cents.
Half hour, 20 " "
One hour, 30 " "
Three hours, 50 " "
Six hours, 70 " "
Day (8 a.m. to 6 p.m.), \$1.00.
If the trip is extended beyond Victoria, half fare extra.
Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.
Hour, 0.80 cents.
Three hours, \$1.00.
Six hours, 1.50 " "
Day (8 a.m. to 6 p.m.), 2.00 " "

III.—In the Hill District, with 2 Bearers with 2 Bearers.
Quarter hour, \$0.15.
Half hour, 0.30 " "
One hour, 0.50 " "
Two hours, 0.80 " "
Three hours, 1.00 " "
Six hours, 1.50 " "
Day (8 a.m. to 6 p.m.), 2.00 " "

RICKSHAS.

I.—In the Island of Hongkong if engaged in Victoria.
Ten minutes, 5 cents.
Quarter hour, 10 " "
Half hour, 15 " "
One hour, 20 " "
Every Subsequent hour, 20 " "
Note.—If the ricksha, be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.
Quarter hour, 5 cents.
Half hour, 10 " "
One hour, 15 " "
Every subsequent hour, 15 " "
Note.—If the ricksha, be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

III.—Taipa Road.
Twenty cents shall be added for each extra hour or part of an hour if the ricksha be engaged for the journey to take longer than—
To 4th mile—single, 75 cents; 1 hour, 1.00; 2 hours, 1.50.
Beyond 4th to 8th mile—single, 1.00; 2 hours, 1.50; 3 hours, 2.00.
Beyond 8th to 12th mile—single, 1.50; 2 hours, 2.00; 3 hours, 2.50.
Beyond 12th to 16th mile—single, 2.00; 2 hours, 2.50; 3 hours, 3.00.

THE CHINA MAIL.

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Rate of subscription to "The China Mail" is \$36 per annum; per quarter and per month "pro rata".
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I.—Not exceeding per passenger.
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From Sailors Home to Government Civil Hospital 04 " "
From Government Civil Hospital to Clock Tower 04 " "
From Clock Tower to Race Course 10 " "
From Clock Tower to Bay View House Market 19 " "
From Bay View House Market to Bay View House 08 " "
From Bay View House to Quarry Bay 08 " "

II.—In the City of Victoria. Not exceeding per passenger.
Quarter hour, 10 cents.
Half hour, 20 " "
One hour, 30 " "
Two hours, 35 " "
Three " 50 " "
Four " 50 " "
Five " 70 " "
Six " 70 " "
One day from 6 a.m. to 6 p.m. \$1.25.

III.—Beyond Victoria. Not exceeding per passenger.
One hour, 25 cents.
Two hours, 45 " "
Three " 60 " "
Four " 60 " "
Five " 85 " "
Six " 85 " "
One day from 6 a.m. to 6 p.m. \$1.50.
If a vehicle is discharged beyond the limits of the City of Victoria half fare.

WEATHER REPORT.

On the 28th at 11.10—No returns from Japanese stations. Pressure has decreased slightly at Vladivostok and over the Philippines. It has increased considerably over the lower Yangtze Valley and slightly over S. China.

The Anticyclone has formed over China. Strong monsoon may be expected along the east coast of China, and over the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1st, 0.71 inches, against an average of 3.11 inches.

Forecast for the 24 hours ending at noon on the 1st March—

1.—Hongkong to Gap Rock: N.E. winds, strong; overcast, drizzle at times.
2.—Formosa Channel: N.E. gale.
3.—South coast of China between Hongkong and Lamooks: The same as No. 1.

4.—South coast of China between Hongkong to Hainan: The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

FEBRUARY 28, 1917.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Victoria	5 a.	30.13	6	—	—	—	—
Memuro	5 a.	—	—	—	—	—	—
Hakodate	5 a.	—	—	—	—	—	—
Tokio	5 a.	—	—	—	—	—	—
Kobe	5 a.	—	—	—	—	—	—
Nagasaki	5 a.	—	—	—	—	—	—
Kagoshima	5 a.	—	—	—	—	—	—
Oshima	5 a.	—	—	—	—	—	—
Naha	5 a.	—	—	—	—	—	—
Shijima	5 a.	—	—	—	—	—	—
Bonin Island	5 a.	—	—	—	—	—	—
Choochoo	5 a.	—	—	—	—	—	—
Wakhu	5 a.	31.38	40	88	W	3	o
Hankow	5 a.	30.08	52	79	W	2	o
Ichang	5 a.	—	—	—	—	—	—
Kiukiang	5 a.	—	—	—	—	—	—
Changsha	5 a.	—	—	—	—	—	—
Shanghai	5 a.	30.32	34	—	W	3	o
Shanghai	5 a.	30.24	36	70	W	6	o
Shanghai	5 a.	30.08	52	79	W	2	o
Amoy	5 a.	30.08	52	79	W	2	o
Swatow	5 a.	—	—	—	—	—	—
Taihou	5 a.	29.99	55	98	W	4	r
Taihou	5 a.	29.92	57	—	W	2	r
Taihou	5 a.	29.87	59	—	W	4	b
Koshu	5 a.	29.84	68	—	W	4	b
Pescadore	5 a.	29.83	65	—	W	4	b
Canton	5 a.	29.84	63	84	W	3	o
Hongkong	5 a.	29.85	63	83	W	5	o
Gap Rock	5 a.	29.87	—	—	W	6	o
Macao	5 a.	—	—	—	—	—	—
Pachow	5 a.	—	—	—	—	—	—
Peking	5 a.	—	—	—	—	—	—
Holow	5 a.	29.78	64	98	W	4	r
Tourane	5 a.	29.78	70	—	W	2	a
C. St. James	5 a.	29.73	73	—	W	6	b
Apurri	5 a.	29.70	75	89	W	2	b
Dagupan	5 a.	29.75	75	84	W	1	b
Manila	5 a.	29.78	70	91	W	0	b
Legaspi	5 a.	29.78	70	92	W	2	b
Tacloban	5 a.	29.74	73	96	W	0	b
Hilo	5 a.	29.75	75	89	W	2	b
Surigao	5 a.	29.72	70	84	W	1	o
Labuan	5 a.	29.56	77	94	W	4	b

T. F. CLAXTON, Director.
Hongkong Observatory, Feb. 28, 1917.
1. BAROMETER, reduced to 29 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, in blue sky, c. detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. passing showers, q. equal rain, snow, t. thunder, v. visibility, w. dew (wet).
7. RAIN in inches, tenths and hundredths.

HONGKONG REGISTER.

Barometer	29.87	29.93	29.90
Temperature	71	68	60
Humidity	80	93	88
Direction of Wind	W	W	W
Force	2	5	2
Weather	o	od	od
Rain	0.00	0.00	0.01

Highest open air temperature on the 27th—75. Lowest open air temperature on the 28th—19.

T. F. CLAXTON, Director.

Hongkong Observatory, Feb. 28, 1917.

extra is to be allowed for the return journey.

IV.—In Kowloon.

Not exceeding per passenger.
Quarter hour, 10 cents.
Half hour, 20 " "
One hour, 30 " "
Two hours, 35 " "
Three " 50 " "
Four " 50 " "
Five " 70 " "
Six " 70 " "
One day from 6 a.m. to 6 p.m., 6.00 " "
Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

SHARE REPORT.

FEBRUARY 24TH, 1917.

Stock and paid up Value.	Options 11.30 A.M.	Last Dividend and date.	Remarks on last year's div.
BANKS.			
Hongkong & Shanghai \$125	\$710 a.	Final of 22-8/- making 24-11 for 1916 and bonus of 10/- subject to deduction of income tax.	61 p.c.
MARINE INSURANCE.			
Canton \$50	\$375	\$7 final making \$25 1/2 for 1916 and interim of \$18 a/c 1916.	61 p.c.
North China \$25	T. 156	Final div. of 15% making 27 1/2 a/c 1916. Interim of \$30 a/c 1916.	
Union \$100	\$900	Interim of \$13 making \$18 for 1914 and int. of \$3 on account 1915	44 p.c.
Yangtze \$50	\$235	Final of \$13 making \$18 for 1914 and int. of \$3 on account 1915	8 p.c.
FIRE INSURANCES.			
China Fire \$20	\$155	\$7 and bonus \$2 for 1914.	61 p.c.
Hongkong Fire \$50	\$367 1/2	\$27 for 1914	61 p.c.
SHIPPING.			
Douglas Steamships \$50	\$109 a.	\$1 final and \$8 bonus making \$14 a/c 1916-18	114 p.c.
Steamships \$5	\$19 a.	\$1.25 for 1916	44 p.c.
INDO-CHINA.			
(Preferred) \$25	\$41 1/2	Interim of 3/- a/c 1916.	6 p.c.
(Deferred) \$25	\$125 a.	Interim of 10/- a/c 1916.	62 p.c.
REFINERIES.			
China Sugars \$100	\$110 1/2 b.	\$12 for 1916	104 p.c.
Malacca Sugars P. 30	\$33	P. 5 for 1916.	
MINING.			
Kailash \$1	\$36	Final div. 5% free of income tax, making 10% a/c 1915-1916 coupon No. 8	4 p.c.
Langkat \$10	T. 19 b. 20 a.	Tla. 1 for 1916	
Rauba \$1	\$2.40 a.	4/- a/c 1916.	
Tromps Mines \$1	\$30	8 % for 1915	
Ural Caspian \$1	\$24	8 % for 1915	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves \$50	\$83 a. d. a.	8 % for 1916 and bonus \$	4 p.c.
H.K. & Whampoa Docks \$50	\$126 1/2	\$2 1/2 interim a/c 1916.	4 p.c.
Shanghai Docks T. 100	T. 82 a.	Tla. 7 1/2 for year ending 30-4-16	61 p.c.
Hongkong Wharves T. 100	T. 85 1/2	Tla. 3 for 1916	34 p.c.
HOTELS, LANDS AND BUILDINGS.			
Hongkong Hotels \$50	\$107 a.	Final of \$3 making \$8 a/c 1916	42 p.c.
Central Estates \$100	\$95	\$7 a/c 1916.	7 p.c.
Hongkong Lands \$100	\$91 b.	Final div. of \$3 1/2 making \$7 a/c 1916.	7 p.c.
Humphreys Estates \$10	\$2 1/2 b.	\$8 cents for 1915	6 1/2 p.c.
Kowloon Lands \$30	\$35	\$2 1/2 for 1915	6 p.c.
West Point \$50	\$73 a.	Final \$3-25, making \$5.25 a/c 1916	42 p.c.
Shanghai Lands T. 50	T. 99	8 % interim a/c 1916.	61 p.c.
COTTON MILLS.			
Swire \$7.50	T. 145	Tla. 19 for year ending 31-12-16	104 p.c.
Shanghai Cottons T. 50	T. 118 b.	Tla. 6 dir. a/c year ended 30-6-16.	8 p.c.
Kung Yik \$10	T. 13 1/2 a.	Tla. 0.90 for 1916	104 p.c.
Yungtzeppoo T. 5	T. 6 1/2 a.		
MISCELLANEOUS.			
China-Borneo \$3.12	\$8 b.	72 cts. for 1916.	34 p.c.
Light & Powers \$5	\$4.55 b.	6 p.c. for year ending 30-6-16	
Indo-Provident \$10	\$8.30 a. d.	70 cents for 1915	7 1/2 p.c.
Indo-Farm \$5	\$24 a.	\$3 for year ending 31-7-16	64 p.c.
Green Islands \$10	\$11.20 a.	90 cents for 1915	6 p.c.
Hongkong Electric \$10	\$49 b.	\$2 1/2 for 1915/1916.	8 p.c.
Hongkong Ice \$3.25	\$160	\$2 on a/c 1916	7 p.c.
Hongkong Ropes \$5.10	\$22 b.	\$1 interim 1916	8 1/2 p.c.
Hongkong Tramways \$5	\$7.20 b.	23 % final a/c 1916 (cents 48 per share)	41 p.c.
H.K. Steel Foundry \$10	\$10		
East Tramways \$10	\$9.20	7 % for 1915/1916	7 1/2 p.c.
do. (new) \$1	\$1		
Steam Laundry \$5	\$2 1/2 a.	25 cents for 1915/1916.	61 p.c.
Union Waterboats \$10	\$12 1/2 b.	12 1/2 % for 1916	14 p.c.
Watsons \$10	\$6 1/2 b.	70 cents for 1915	
William Powell \$7.50	\$8	50 cents for 1915/1916.	16 p.c.
BANKERS.			
MEXON & TAYLOR			
Share and General Brokers			